October 14, 2016

STAFF REPORT

RE: Case 1750-Z/Town of Addison

REQUEST: Approval of an ordinance adopting a new Master Transportation Plan for the Town of Addison

DISCUSSION:

Background: A Master Transportation Plan (MTP) establishes a community's transportation policy direction and provides a long term vision for the transportation network of a city or town. Such plans coordinate separate and incremental decisions by municipalities and private developers that occur over many years so that the community's vision is ultimately achieved. These actions are intended to address system capacity issues as well as other local priorities that may vary from city to city.

Traditionally, such plans have focused primarily on vehicular movement by locating and classifying major streets based on their needed capacity and desired access to adjacent land uses. More recently, Master Transportation Plans have been broadened to include alternative modes of transportation such as active transportation (walking and biking) and public transit.

Addison's current plan was adopted in June of 1998 and was an update to a plan first adopted in 1992. The plan established goals and objectives and proposed a number of projects that were intended to address the Town's transportation system through 2010. Several notable projects came out of the previous plans including the Arapaho Road extension to Marsh Lane and the Keller Springs Toll Tunnel.

In November 2015, the City Council approved a contract with Kimley-Horn and Associates and Prologue Planning for the development of a new Master Transportation Plan. Over the past year, staff from the City Manager's Office, Infrastructure and Development Services Department and the Parks Department have been working with the consultant team to draft a new plan.

Public Input Process: Public involvement was important from the outset of this process and serves as the foundation of the new plan. In March, the Town hosted two community meetings which were attended by approximately 70 residents and business representatives. Additionally, the Town produced an online survey which received 160 responses. The purpose of the early community meetings and the online survey was to receive direction on transportation priorities as well as any issues or concerns with existing conditions that should be addressed through this plan.

Furthermore, the City Council appointed an advisory committee of residents and business representatives. This group met with staff and the consultant team on two occasions to hold additional discussions on priorities, give feedback on design and connectivity features of certain roadway types and to review the draft concepts that were being developed.

In July and August, three additional community meetings were held to present the various components of the draft Master Transportation Plan to the public. Approximately 67 stakeholders attended these meetings.

A summary of the public input process can be found on pages 10-14 of the Master Transportation Plan document. A more detailed report on the community's input can be found in the Appendix of the Plan beginning on page 79.

Transportation Priorities: Based on the community's input, the following priorities are being proposed in the new MTP:

- Provide more and better options and features for active transportation, such as walking and biking
- Develop a safer and more efficient transportation network
- Create memorable places in Addison
- Develop better east/west connectivity, particularly across the Dallas North Tollway
- Increase route choice with new connections
- Support Addison's economic development goals
- Secure a firm commitment for rail in the Cotton Belt corridor

These priorities are presented in no particular order, but will serve to guide future transportation related decision making over time.

Transportation Concepts: In addition to the priorities mentioned above, the plan discusses several transportation concepts that represent best practices that should also be incorporated into the transportation system over time. These are:

- **Connectivity** – a term used to describe a transportation system composed of a network of streets, sidewalks, and trails that facilitates direct routes for multiple modes of travel with numerous intersections and few dead-end streets or other physical barriers to route choice
- **Multi-Modal Transportation** – travel by passenger car as well as walking, biking, carpooling or public transit
- **Context-Sensitive Design** – an approach to roadway planning that meets transportation goals while considering adjacent land use, safety, efficiency, capacity, aesthetics and other community objectives and values
- **Traffic Calming** –physical design infrastructure that encourages slower speeds, reduce cut-through traffic, create safe and attractive streets and improve conditions for non-motorized street users

A more in-depth overview of these concepts can be found on pages 26-38 of the plan.

Master Transportation Plan Map: Based on the priorities and concepts included in the plan, staff and the consultant team reviewed the current thoroughfare map and existing street classifications to determine if adjustments were necessary. It was found that the existing functional classifications were still appropriate, so no changes are being proposed. There are, however, a few new roadway connections being proposed in the plan. These are discussed on page 40-41 of the plan and again in the recommendations section on page 67.

Street Cross Sections: Once a street's functional classification is determined, the Master Transportation Plan establishes a set of design standards for each street type. In previous plans, there was only one standard which called for sidewalks immediately back of curb. In order to allow for context-sensitive solutions, the new plan presents a number of alternatives for each classification based on the character of the street. The Town and property owners can determine which alternative should be applied in certain areas.

Another notable difference between these alternatives and the previous plan is the emphasis on the pedestrian realm adjacent to the street edge. The new plan calls for wider sidewalks pulled back from the curb. This will create a more desirable environment for pedestrians and promote walking along streets.

The proposed street cross sections are shown on pages 42-47 of the plan.

Multi-Modal Connectivity: The proposed Master Transportation Plan incorporates several other planning efforts with regards to walking and biking including the 2012 Trails Master Plan and the Quorum Drive pedestrian connectivity plan. The new plan proposes a

network of off-street trails and enhanced pedestrian paths along streets. Additionally, while acknowledging that all roads are not suitable for on-street bicycling, streets that are either residential in nature or that have lower traffic volumes have been designated as active transportation corridors where on-street bicycling may be encouraged. These designations can be seen on the Active Transpiration Connectivity Map on page 49.

Public transit is also discussed in the new plan and focuses on achieving rail service along the Cotton Belt corridor, bus service to the Vitruvian Park neighborhood, and service enhancements that will make public transit a more viable and attractive alternative.

Corridor Case Studies: Through the update process, staff and the consultant team wanted to show how the priorities, concepts and design standards presented in the plan could be applied in certain corridors. To do so, staff selected a sampling of streets and street types for closer study. These corridors were discussed with the advisory committee which prioritized different goals and design elements for each corridor. The results of these studies are presented on pages 52-62. While these represent potentially viable corridor improvements, these are intended to be conceptual and illustrative in nature – not necessarily the final design solution. Should the Town move forward with improvements to these streets, additional study and discussion will be necessary.

Recommendations: The Master Transportation Plan includes a number of recommended projects that staff and the consultant team believe will address the priorities and concepts presented in the plan. Some of these projects are carried forward from the 1998 plan and many are new projects. These projects are organized into six categories:

- **Street Modifications** – changes to existing streets
- **New Street Segments** – new roadway connections
- **Transit Projects** – DART rail service and service improvements
- **Pedestrian and Cycling Enhancements** – features to encourage walking and biking
- **Major Connectivity Project** – a new pedestrian/bike connection across Dallas North Tollway
- **Other** – minor maintenance and repair projects

Discussion on the specific projects can be found on pages 65-73 of the plan.

Implementation and Funding: The plan itself does not discuss a specific implementation strategy. This will need to be determined once the plan is adopted and will be dependent on a variety of factors. Additionally, the plan does not provide any specific funding source for the recommended projects. There are a number of potential funding mechanisms which are presented on page 74-76 for future consideration.

RECOMMENDATION: **APPROVAL**

Much like the Town itself, the Town's vehicular transportation system is built out. For this reason, the plan does not include major new roadways or expansions. Instead, this plan focuses on strategic connections and roadway improvements to enhance route choice, safety, and efficiency within the system. Throughout the public input process, there was a strong desire for additional transportation options, both in the choice of route and mode. The plan addresses improvements that will encourage alternative modes of transportation by increasing connections and through other improvements that will make them more desirable.

The proposed 2016 Master Transportation Plan is submitted for review and consideration by the Planning and Zoning Commission and City Council. Staff recommends approval.